WASHINGTON.

Invention of a New System of Torpedoes for Harbor Defences.

THE MEXICAN CLAIMS COMMISSION.

The Chief Causes of Steamboat Disasters Explained by the Board of Supervising Inspectors.

WASHINGTON, Oct. 19, 1872. A New Torpedo System for Coast Defence.

The War Department has information of a new and in some respects peculiar system of harbor and coast defence invented by E. O. Rudebeck, a Swedish engineer. It is claimed for it that it offers no obstruction to trade and is free from danger to vessels engaged in defence. It consists of a system of torpedo tewers for the outer barbor and of vertically ascending torpedoes and bottom mines for the inner channels. The torpedo towers are cylindrical, with conical or cupola-shaped roof, and they rest upon piers, masonry or the natural bottom according to circumstances. They are invisible to the enemy, their upper surfaces being several feet under the water. The towers consist of several stories, and the torpedoes are arranged in each story and are projected horizontally by a spring, electromagnetism or any motive power. In the centre of the tower a vertical channel affords communication between the several stories. The officers charged with the defence are stationed in case mates ranged on the side of the harbor. Electric cables are laid from each casemate to the towers. angle which its course makes with a line drawn from the casemate to the tower is telegraphed to the officer in the latter. This determines which of the torpedoes shall be projected. The embrasures of the towers are protected by shutters, which are so arranged as to open the moment the torpedo is projected and to close again immediately afterwards. The electro-magnetic machinery is said to be very simple. Where it is necessary to use mines It has been shown by several experiments that a very small quantity of dynamite is necessary to sink an iron-clad, when exploded within three feet of the vessel's side.

The inner harbor is defended under this system by torpedoes that ascend rapidly from the bottom or may be projected horizontally, and are fired by electricity. In order to protect them from destruction by the enemy they are collected below the deck of submerged pontoons, which are furnished with machinery for projecting them either vertically or horizontally. By this device the inventor believes that he has overcome all danger of having the torpedoes dragged out or exploded by the enemy. One or both systems may be employed, according to the formation and condition of the

coast and harbor. The Mexican Claims Commission. The statement in the HERALD of October 7, that a new Commissioner would be appointed by the Mexican government in the place of Mr. Guzman on the Joint Claims Commission, is likely to be con-armed at a very early day. It is well known that there is no time to be lost; for, unless an extension of time is further agreed upon between the two governments, the Commission expires on Feb ruary 1, 1873. As will be remembered, the difficulty depredation" cases—nearly four hundred in number-and that both Mr. Wadsworth, the Commissioner of the United States, and Mr. Ashton, the agent, contended that the action of Mr. Guzman was an attempt to take an untair advantage of an act of courtesy, Mr. Guzman, however, insisted that the assent to his examining the papers in those cases was equivalent to rescinding the order referring them to the umpire, notwithstanding the order was made in May and the arguments had been submitted some time before he had taken his seat as Commissioner. There is reason to believe that Mr. Palacio, the late Commissioner on the part of Mexico, did not in any respect agree with the assertions of Mr. Guzman, and that he advised his government of the irregularity of the latter's proedings. Some facts have just come to light which show the ground taken by the United States in the matter, and are of interest. It is held, in the first place, that Mr. Guzman had no authority whatever to interfere with the regular proceedings of the missioner had begun, and that his action was a violation of the treaty and unbecoming in his character as .Commissioner. He had, in fact, undertaken to say what claims should be presented and to nullify an order of the Commission made at an official session, and in the due form of its proceedings, at a time preceding his entry on duty as Commissioner. He had in this way made himself an obstacle to carrying out the provisions of the treaty, and either a change must be made or the treaty fail. Unless the Mexican government moted their disapproval of his conduct by super seding him by a more acceptable officer the treaty to entertain any proposition for an extension of time to adjust the claims between the countries. Mr. Guzman by his duct had virtually ceased to act, and it was desired to appoint a new oner in his place, the appointment could be made under the treaty upon' that ground. It is understood that these views were communicated to the Minister of the United States at Mexico, and pointment of a successor to Mr. Guzman without tolay, unless there was an evident intention on

that directions were given to insist upon the apbe part of the Mexican government not to go furwht, however, that Minister Nelson, now return from Mexico, has brought with him assursathat an acceptable officer will be named in Guzman's place, and that the Mexican govern t will not only assent to but request an extensi. In of the time now fixed as the expiration of

The 1 ward of Supervising Inspectors on Steamboat Disasters.

wervising Inspector General of Steamboats wo, having examined the evidence in the * steamer Oceanus, reports that no action seems to 1 % required by the department in view of the fact th to the boat was burned to the water's edge, and s task in thirty feet of water, and all her licensed on. Were were drowned except the Chief Engineer, wi was exenerated from all blame-The immediat * cause of the explosion was the concussion caused by the boat striking the bar. Mr. William Rogers, the Supervising Inspector at New Orleans, who conducted the investigation, pre-sents valuable information in regard to the subject of boiler explosions on Western rivers and the means to be provided for their prevention. The first of the general causes' stated is the accomulation and sediment in the bollers, causing the Bre surfaces to be burned, and thus weakening the strength of the plates. The second general cause, as stated, is the strain due to a change in the bear ing of the Poller, resulting from the change of the forms of Wes tern boats, caused by loading and unloading. There subjects will engage the attention department and the Board of Supervising

The Captured Plag of the Cuban Republic.
The Treasury Department received to-day by ex-

press the Cuban fias taken from the privateer Piomeer, and forwarded by the captain of the Mocca min, which captured the Cuban vessel. The flag is composed of five alterna te bars of white and dark blue bunting, with a white star in a red triangularshaped ground of sike material.

The Revenue Marine Examination

A Board has been ordered by the Secretary of the Treasury to convene in this city on the 9th of November for the examination of officers of the revemue marine service for promotion, and of candi-

dates for admission in the service. The Board consists of Captain George R. Slicer, President; Cap-tain John A. Henriques and Captain A. A. Fenger. There will be two vacancies of first lieutenants two of second and five of third lieutenants.

A report received at the Treasury Department states that the revenue steamer Mosswood, Captain Hodgson, on the evening of the 11th inst. hauled off from Leighton's Ledge, in Cobscook River, Maine, and towed to safe anchorage below Whiting for New York, with a cargo of lumber. The vessel was badly strained and waterlogged.

Barney Wood Sentenced to be Hanged. Judge Humphreys to-day in the Criminal Court overruled the motion for a new trial of Barney Wood, convicted on the charge of murdering Samuel Cheeseman, of New York, last Summer, and sentenced him to be hanged on the 27th of Novem-

General Garfield and the Appropriations. General Garfield, chairman of the Committee on Appropriations, had a long interview with Secretary Boutwell to-day on the subject of appropria-

The board now in session for examination of engineers has nearly completed its labors and will recommend the names of several candidates for promotion and admission in a day or two.

Weekly Currency Statement. Receipts of fractional currency for week ending to-day, \$857,600; shipments, \$745,600. Treasurer Spinner holds, as security for national bank circulation, \$384,450,900, and for deposits of public money, \$15,743,000.

Internal Revenue Receipts. To-day \$387,967
For the month 5,941,468
For the fiscal year to date 41,120,363
National bank notes outstanding to date 340,520,329 Balances in the Treasury.

The balances in the Treasury of the United States at the close of business to-day were as follows:-Currency, \$4,936,900 79. Coin, \$76,907,635 05, including \$23,451,500 in coin

Special deposit of legal tenders for the redemp-

tion of certificates of deposit, \$22,485,000.

A New National Bank Started. The Crocker National Bank of Turner's Falls, Mass., capital \$150,000, was to-day authorized by the Comptroller of the Currency to commence

Paying Internal Revenue Gaugers. The pay of internal revenue gaugers for August has been necessarily delayed until a system for the adjustment of their accounts could be perfected by the department. This having been done, drafts will be forwarded to gaugers early next week. President.

The President to-day appointed E. P. Hatch Collector of Internal Revenue for the Third district of Mississippi, vice Howe, resigned, and Frederick C. Lord Assessor of Internal Revenue for Nevada, vice Mills, resigned.

Storing Marble Outdoors. The Secretary of the Treasury to-day decided that open yards may be used for the storage of marble in bond, in blocks not weighing less than a thousand

BARLOW BREAKS CROUND.

He Answers the Times Succinctly-He Says that Every Charge Against Him is an Invention and Destitute of Truth. NEW YORE, Oct. 19, 1872.

TO THE EDITOR OF THE TIMES:—
SIR—Your second chapter of charges against me appears in this morning's Times. Every alleged fact and each suggestion and innuendo of the new chapter is an invention utterly destitute of truth. Your informant is a slanderer, as ignorant as he is

malicious.

Mr. Jay Gould had sold to himself while President
of the Eric Railway 33,000,000 of her while President Mr. Jay Gould had sold to himself while President of the Eric Railway \$3,000,000 of bonds belonging to the company at sixty-five per cent of their par value. The new administration questioned the propriety of this purchase, and I assisted in compelling their resale to the company. Having at last succeeded in recovering these bonds for a sum that paid a net profit to the Eric Railway of over \$600,000, I insisted that a commission of one per cent, or \$30,000, should be paid by Mr. Gould for legal expenses. To this he assented; that sum was deducted from the agreed price to be paid to him, and every dollar of it went into the Eric treasury, where it still remains, though I might with propriety have kept the amount as a well-carned fee.

No resolution authorizing the payment to me, or my firm, of any fee whatever in this matter was ever passed. Messis, Bischoffsheim & Goldschmidt were never authorized to pay, nor have they paid or agreed to pay one dollar to me or my firm for this service.

There never was any secret between myself and

this service.

There never was any secret between myself and the London agents of the company, nor anything to my knowledge to the discredit of the new management of the Erie Company, unless it be deemed objectionable that we compelled Mr. Jay Gould to disgorge over \$600,000 in money, and for the recovery of this considerable sum neither the company nor any one else has paid or agreed to pay one penny.

The Times then makes an equally unfounded statement as to my connection with the claim against Mr. Drew. against Mr. Drew.

The facts are these:—In 1869, having a large claim against Mr. Drew, the Erie Railway made an absolute assignment and transfer of it to a third party. In compromise of his claim, then in suit against the Erie Company. The suit against Mr. Drew was then prosecuted in the interest of the Erie Company's assignee for a number of years, and finally, in 1872, Mr. Drew paid the sum of \$75,000 in settlement.

Eric Company's assignee for a number of years, and finally, in 1872, Mr. Drew paid the sum of \$75,000 in settlement.

The Eric Company had then no more to do with this claim than had the editor of the Times. It had assigned all its interest in 1898, and, of course, was entitled to no further benefit from the money. This sum was accounted for to my clients in a manner satisfactory to them. Mr. Drew paid nothing for any cancellation of any contract. All this part of your article is untrue.

And now, while I admit that any person holding a quast public office is subject to the just criticism of the public press for all his official acts, and while I am ready, to the extent that I have the necessary leisure, to answer any further inquiries that you may choose to put touching my professional or official connection with the Eric Railway, it seems to me that you, too, owe a duty equally important to the public, and so far neglected—viz., that you shall not persistently aid in the circulation of slanders originating in malice affecting the character of gentlemen without ascertaining in advance, which you can readily do, that your informant is the mere purveyor of falsehood, or without ascertaining by inquiries from the company is self that your assumed facts are without a shadow of foundation. And I am yours, &c.,

SAMUEL L. M. BARLISHMENT

A LARGE MANUFACTURING ESTABLISHMENT

CHICAGO, Oct. 19, 1872. A fire occurred here this morning which entirely destroyed the Union Bolt and Screw Company's works, situated in the extreme northern suburbs of the city. The loss will reach \$125,000, on which there is an insurance of \$50,000, one-half being in companies whose names cannot be astertained, as the proprietors of the works have not received the

The balance is as follows:—In the Manhattan and Citizens' companies, of New York, \$2,500 each; in the Hofman, Underwriters', National and Howard companies, of New York, \$1,500 each; in the Merchants' Mutual Company, of New York, \$2,000; in the Continental, of New York, \$2,000; in the Firemen's, of Dayton, Ohio, \$2,500; in the Firemen's, of Dayton, Ohio, \$2,500; in the Frovidence and Washington companies, of Providence, \$1,500 each; in the Alps, of Cincinnati, \$2,500.

TOO FAST AROUND THE TURNS-DANGER AHEAD.

TO THE EDITOR OF THE HERALD :-

The passengers passing over the Hudson River Railroad have been very much exercised of late by the headlong speed with which the trains are run around the curves between Kingsbridge and Spuyten Duyvil station. In the rear cars of the trains ten Duyvil station. In the rear cars of the trains the passengers are frequently almost thrown from their seats by the momentum, the wheels of the cars striking the rails on the curves with a force that would surely break or displace them if there should happen to be a flaw in the iron at the point of confact or a screw or boil bloose in the sieepers. Now, this thing should be looked into by the railroad authorities, or your paper will have to chronicle, at no distant day, a disastrous railroad accident on this road.

A COMMUTER.

GENERAL RYAN AND THE CUBAN PATRIOTS. NEW YORK, Oct. 19, 1872.

Your Washington correspondent, in a letter published by you yesterday, states that W. A. C. Ryan (whom I have already published as an enemy to Cuba) claims that he has authority from Don Ra-Cuba) claims that he has actionly have both mon Cespedes and myself to set on foot an expedition for the benefit of Cuba. This claim is false. Only a few days ago I was forced to prosecute some other people in this city, who, under the cloak of benefiting Cuban patrio's, were endeavoring to swindle the American public. Yours, respectfully, J. M. MATORGA.

SHIPPING NEWS.

WHITESTONE TELEGRAPH.

The New York HERALD has constructed a telegraph line from New York city to Whitestone, LI, and the same is

now open for the transaction of business.

This line will be found of great service to those having business with vessels passing to and from the Sound, and every facility will be given to merchants and others to

communicate promptly.

As there is no other telegraphic communication with Whitestone, the Herald Line will be open for all business and private messages, and the same attended to with all possible despatch.

possible despatch.
All messages must be prepaid.
The following rates have been established:
Private messages, twenty-five cents for ten words or less, two cents for every additional word.

OFFICES.
Herald Office, corner Broadway and Anu street. Herald Ship News Office, pier No I East River Herald Branch Office, No 1265 Broadway. Whitestone Dock, Whitestone, LI.

dollar; five cents for every additional word.

Advertisements for New York Henaultice

Almanac for New York-This Day.

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE

Allemania America Anglia Idaho Trisia City of Baltimore City of Montreal Atlantic India	Saile.		Destination.	Office.
		23 24 26 26 26 26 30 31 2 2 2	Glasgow. Liverpool. Hamburg. Liverpool. Hamburg. Bremen. Glasgow. Liverpool. Hamburg. Liverpool.	29 Broadway. 7 Rowling Green 15 Broadway. 19 Broadway. 19 Broadway. 15 Broadway. 61 Broadway. 62 Browling Green 7 Bowling Green 7 Bowling Green 105 Broadway. 16 Broadway. 16 Broadway. 17 Broadway. 18 Broadway. 18 Broadway. 18 Broadway. 19 Broadway. 2 Bowling Green 2 Bowling Green

PORT OF NEW YORK, OCT. 19, 1872.

CLEARED.

Steamship Andes (Br), McDougal, Glasgow-Henderson Bros.
Steamship Weser (NG), Willigerod, Bremen via South-ampton—Oelrichs & Go.
Steamship Ville de Paris (Fr), Surmont, Havre, &c—Geo Mackenzie.
Steamship City of Houston, Deering, Galveston via Key West—C H Mallory & Co.
Steamship Gen Meade, Sampson, New Orleans—Frederic Baker. Baker.
Steamship Cortes, Kemble, New Orleans—H B Cromwell & Co.
Steamship Cortes, Kemble, New Orleans—H B CromSteamship Cort. ship San Jacinto, Hazard, Savannah-W R Garrion. Steamship Montgomery, Faircloth, Savannah—R Lowden.
Steamship Champion, Lockwood, Charleston—H R Mor-gan & Co.
Steamship Zodiac, Chapin, Morehead City, NC—Murray, Steamship Zodiac, Chapln, Morehead City, NC-Murray, Ferris & Co.
Steamship Old Dominion, Bourne, Norfolk, City Point and Richmond-Old Dominion Steamship Co.
Steamship John Gibson, Winters, Georgetown, DC-G B Merrick & Co.
Steamship Volunteer, Bloodgood, Philadelphia—Leritlard Steamship Co.
Steamship Nortune, Baker, Roston—W F Dimock

lard Steamship Co.
Steamship Nentune, Baker, Boston—H F Dimock.
Ship Henry (NG), Wessels, Bremen—H Koop & Co.
Bark Leone (Aus), Ivancich, Cork or Falmouth for or
dere—Slocovich & Co.
Bark Neversink, Gibson, Marseilles—Brett, Son & Co.
Bark Volunt, Woodman, Galveston—Theo Nickerson &
Bark Volunt, Woodman, Galveston—Theo Nickerson & o. Brig Enrichetta (Ital), Russo, Constantinople—Funch, Brig Rapid (Br), Lawton, Antigua-G Wessels.
Brig Thos Turrull, Thompson, Arroyo, PR-L W & F Brig Finos Furun, Thompson, Arroyo, Azerbara Armstrong. Brig Humming Bird (Br), Stephens, Windsor-Crandall, Berteaux & Co. Brig Peter Roberts (Br), Hunter, Windsor-Crandall, Berteaux & Co. Brig A M Knight, Davis, New Orleans-N H Brigham Brig Joseph Clark, Stahi, Savannah-Bentley, Miller &

o. Schr Susan Stetson, Yates, Tampico and Tuxpan—B F letcalf & Co. Schr Susan Stetson, vates, rampico and ruxpan—b. Metcalf & Co.
Schr Star, Raynor, Nassan—F Montell & Bartow.
Schr Mayflower (Br), Parker, Windsor—Crandall, Ber teaux & Co.
Schr Osseo (Br), Clark, St John, NB—Jed Frye & Co.
Schr Osseo (Br), Haskins, St John, NB—F I Nevins a Schr F C Russell, Rankin, Brashear City—Bentley, Miler & Co.

chr Attavela, Joy, Jacksonville—W Rav. chr Paul & Thompson, Seers, Jacksonville—Van Brun

& Bro.
Schr Sophia Godfrey, Godfrey, Tortugas, Fla—Benner & Pinckney,
Schr W H Jones, Pine, Fernandina—A Abbott.
Schr Gem, Cole, Savannah—Snow & Burgess.
Schr Ameda Hall, Hall, Darien—Snow & Burgess.
Schr M A Tyler, Petersen, Richmond—Slaght & Petty.
Schr Dione, McDonald, Georgetown—Bentley, Miller & Co. Schr James P Robinson, Harding, Baltimore—W Chal-

ners.

Schr Anna Brown, Harvey, Sandy Hook.

Schr Thos Hix, Lurvey, Boston—Chas Twing.

Schr Freestone, Pelton, Hartford—Rackett & Bro.

Schr B F Brainard, Greene, Hartford—Rackett & Bro.

Schr John Orser, Sellick, Bridgeport—Ferguson

Vood.

Schr Evelyn, Palmer, Stamford-Stamford Manufactur ng Co. Steamer Ann Eliza, Nichols, Philadelphia. Steamer Novelty, Shaw, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TELEGRAPH LINE.

Steamship Hermann (NG), Reichmann, Bremen Oct 5 and Southampton 8th, with make and passengers to Oct-

and Southampton oth, with mass as richs & Co. Steamship Ocean Queen, Maury, Aspinwall Oct 10, with mass to Pacific Mail Steamship Co. Oct 14, off Castle Island, passed steamship St Thomas (Br., hence for Kingston, Ja; 15th, 10:35 PM, passed steamship Henry Chaucey, do for Aspinwall; 17th, brig A B Patterson (Br.), from ton. Ja; 15th, 10:45 P M. passed steamship Henry Unauncecy, do for Aspinwall; 17th, brig A B Patterson (Br), from West Indies for New York.

Steamship City of Merida, Timmermann, Vera Cruz Oct 6, Progreso 9th and Havana 14th, 6 PM, with indee and passengers to F Alexandre & Son.

Steamship United States, Purdick, New Orleans Oct 12, with mdse and passengers, to Frederic Baker, Had fine weather; no date, lat 29 47, 10n 79 46, passed a British bark showing third dist pendt Nos 96 41, bound north. Steamship Virgo, Bulkley, Savannah Oct 15, with mdse and passengers, to Murray. Ferris & Co. 18th inst, lat 32 20, lon 74 25, passed steamship Gen Barnes, hence for Savannah.

Brig Sportsman (of Boston), Carney, Grand Turk, Ti. 15 days, with salt to Tucker & Lightbourne; vessel to Miller & Houghton. Had strong N winds; been 6 days N of Hatteras.

& Houghton. Had stony at which we had stony NW winds. Schr Palma, Rankin, Georgetown, SC, 5 days, with naval stores to Bentley, Miller & Co. Had strong NW winds. Schr Chas Dennis, Benson, Wilmington, NC, 9 days, with naval stores to Jonas Smith & Co. Had heavy NE and NW winds; been 5 days north of Hatteras. Passed Through Hell Gate.

Steamship Pranconia, Bragg, Portland for New York, with midse and bassengers, to J F Ames Brig George, Canfield, West Indies (via New Haven) for New York, with sugar and molasses to Paine & Dodge, Brig Wm R Sawyer, Mitchell, Millbridge for New York, with 1ath to Holyoke & Co.
Brig Susan L Strout, Sheppard, New Haven for Jackbonville. sonville.

Schr T B Harris (Br). Quinlan, Salmon River, NS, for New York, 16 days, with lath to Jed Frye & Co. Schr Emma (Br), Donovan, Two Rivers, NS, for New York, 16 days, with pling to Jed Frye & Co. Schr Malanta (Br), Sanford, Windsor, NS, for New York, 12 days, with plaster to Crandall, Berteaux & Co. Schr W H Mailler, Crowley, St John S days, with lath to Jed Frye & Co. Schr W H Mailler, Growiey, St. John 6 days, with lum-ber to Heney & Parker. Schr Martha A (Br), Thomas, St John 6 days, with lum-ber to Heney & Parker. Schr Arianna (Br), Hamlyn, St John 12 days, with lum-ber to P I Nevius & Son. Schr Morning Star (Br), Pfeiffer, Hillsdale for New York.

Senr Morning Services of the Mushquash for New York. Schr Julia, Clinch, Mushquash for New York, with lumber to Mayo. Schr Silver Heels, Newman, Vinalhaven for Brooklyn, with stone to order. So Mayo.

Schr Silver Heels, Newman, Vinalhaven for Brooklyn, with stone to order.

Schr Silver Heels, Rourke, Rockland for New York, with lime to Brown.

Schr E E Stimpson, Stimpson, Portland for New York, with lumber to Holyoke & Co.

Schr John Boynion, Hill, Calais for New York, with lumber to Simpson & Clapp.

Schr J D Wentworth. Dearborn, Bangor for New York, with lumber to order.

Schr Zara, Mitchell, Boston for New York, with plaster to order.

Schr Amirald, Hickey, Calais for New York, with lath to order.

schr Amiraio, nickey, Calais for New York, with lath o order.
Schr Emma W Day, Clark, Wareham for New York.
Schr Jennie Rosalin, Tucker, Apponaug for New York.
Schr S L. Stephens, Jones, Boston for New York.
Schr Lucy M Collins, Gollins, Baugor for Hackensack,
Schr Hrandywine, Adams, Newport for New York.
Schr Brandywine, Adams, Newport for New York.
Schr R F Miller, Coman, Boston for New York.
Schr R F Clayton, Canfield, Boston for Philadelphia,
Schr J M Freeman, Eldridge, Providence for New York.
Schr M V Cook, Falkenburg, Providence for New York.

Schr M V Cook, Falkenburg, Providence for Philadelphia.
Schr J Goodspeed, Smith, New London for New York,
Schr Ell Townsend, Little, Somerset for New York,
Schr Golden Ray, Avery, Providence for New York,
Schr Golden Ray, Avery, Providence for New York,
Schr R G Whiden, Farmer, Providence for Philadelphia.
Schr R G Whiden, Farmer, Providence for Philadelphia.
Schr Me P Ely, Stokes, Providence for New York,
Schr Wentueky, Kinney, Providence for New York,
Schr Gustie Wilson, Lloyd, Hyanis for Philadelphia.
Schr Me R T Graham, Burger, Hartford for New York,
Schr K O Irish, Tirrell, Providence for New York,
Schr W O Irish, Tirrell, Providence for New Work,
Schr W O Irish, Tirrell, Providence for Newburg,
Schr Henry May, Brackett, Providence for New Brunswick.

wick.
Schr Ruth H Baker, Collins, Somerset for Philadelphia.
Schr Allen R Brown, Pierce, Providence for New York.
Schr Allen R Brown, Pierce, Providence for New York.
Schr Jane, Thomas, New Haven for New York.
Schr Pailadium, Eyder, Fall River for New York.
Schr Pailadium, Eyder, Fall River for New York.
Schr Boston, Hall, Providence for New York.
Schr Boston, Hall, Providence for New York.
Schr Julia Augusta, Martin, Connecticut River for New York.
York. ork.
Schr T B Smith, Bowmun, Fall River for New York.
Schr Splendid, Phinney, Wareham for New York.
Schr Douglas Haynes, Lawson, Bridgeport for New ork. Schr Nathaniel Holmes, Thomas, Providence for New fork.
Schr Two Friends, Sheppard, Boston for Philadelphia.
Schr J L Ade, Brown, Providence for New York.
Schr Hos Hull, Poe, Stonington for New York.
Schr Eliza A Raynor, Providence for New York.
Schr J Tinker, Locust, New Haven for New York.

Schr Chas Carroli, Javne, Boston for New York. Schr Alice H Belden, Belden, Providence for New Schr Gen Wood, Higgins, Horton's Point for Ph bis. than the work, Figs. 10 foot seek York.
Schr M Hand, Hallock, Fall River for New York.
Schr Lotte Heard, Perry, Somerset for New York.
Schr Quicketon Sanith, Brisad for New York.
Schr R C Broom, Jones, New Haven for Hoboken.
Schr G W Whistler, Dean, Providence for New York.
Schr Martha, Rogers, Boston for Elizabethport.
Schr A Haynes, Smith, Providence for New York.
Schr W Stanley, Crane, Fall River for New York.
Schr W Stanley, Crane, Fall River for New York.
Schr Witch Hazel, Green, Providence for New York.
Schr Jas Hollman, Stackpole, New Haven for Nerk.

Schr Jas Hollman, Stacapole, Vork.
Schr Ella Matthews, Way, Boston for Philadelphia.
Schr Ella Matthews, Way, Boston for Philadelphia.
Schr Dart, Williams, Stamford for New York.
Schr Dart, Williams, Stamford for New York,
Steamer Galatea, Nye, Providence for New York, with
mdse and passengers.

Steamshin Nereus, Bearse, New York for Boston, Brig Aura (Br), Card, New York for Buenos Ayres, Schr Hearry Gibbs, Jayne, New York for Providence, Brig Mildag, Coombe, Port Johnson for Boston, Brig Milwanker, rig Miskaukse.

chr Decorra, Dennison, Hoboken for Boston.

chr Decorra, Dennison, Hoboken for Boston.

chr Joseph Potts, Davis, Port Johnson for New Haven.

chr C P Shultis, Young, New York for Hartford.

chr Belle, Simpson, Hoboken for Brildgeport.

chr Fashion, Hudson, New York for Somerset.

chr M W Gruffin, Griffin, Amboy for New Haven.

chr Wigwam, Fields, Port Johnson for Boston.

chr Cherub, Fletcher, Port Johnson for Boston.

chr Cherub, Fletcher, Port Johnson for Portsmouth.

chr Uuton, Sawyer, Port Johnson tor Salem.

chr Washi B Gates, Bann, New York for Calais.

chr Leontine, Crockett, Rondout for Danversport.

chr Alton T Miner, Hill, New York for New London.

chr Joseph Gilmore, Elizabethport for New Haven.

chr James Diverty, Carroll, Elizabethport for New Ha
h.

Schr Balsora L Sherman, Phinney, Weehawken for Boston.

Schr M M Forte, Roberts, Elizabethport for Salem.

Schr Martha Jane, Fox. Hoboken for New Haven.

Schr Martha Jane, Fox. Hoboken for New Haven.

Schr Calista, Spear, Elizabethport for Portsmouth.

Schr Calista, Spear, Elizabethport for Portsmouth.

Schr Calista, Spear, Elizabethport for Providence.

Schr W Freeman, New York for Providence.

Schr W Honine, Edwards, Amboy for Taunton.

Schr John Werren, McGar, New York for Providence.

Schr John Werren, McGar, New York for Providence.

Schr Hatti, Hutchings, New York for Machias.

Schr Hoss Watt, Riddell, New York for Boston.

Schr Emma McAdams, Birch, Rondout for Boston.

Schr Emma McAdams, Birch, Rondout for Boston.

Schr Lady Antrim, Harnett, Hoboken for Warcham.

Schr Sylvan Glen, Heaney, New York for New London.

Schr Emma H Allen, Fox, New York for Hartford.

Schr Re, King, Bliven, Elizabethport for Norwich.

Schr E Flower, Nickerson, Amboy for Hartford.

Schr E Flower, Nickerson, Amboy for Hartford.

Schr Champlon, Furnell, New York for Boston.

Schr Thos Jefferson, Bloxom, New York for Stamferd.

sectord.

Schr Thos Jefferson, Bloxom, New York for Stamferd.
Schr Sami W Lovett.
Schr John Hickey.

SAILED.

Sitemships City of London, Abyssinia, Adriatic, and Greece, for Liverpoot; Europa, Glassow; Ville de Paris, Havre; Vicksburg, Port au Frince; City of Houston, Galiveston; Cortes, and Gen Meade, New Orleans; San Jacinto, and Montgomery, Savannah; Champlon, Charleston; Zodiac, Morchead City; Old Dominion, Richmond, &c; ships Surprise, Shanghae; Great Western, Liverpool; Crusader, do; Therese, London; Forest Eagle, New Orleans; barks Germania, Lisbon; Chief, Gibraitar; Frigg, Cork; Chattenoega, Dunedin, NZ; R Pearse, Aspinwali; Orlon, Liverpool; Germania, Oporto; Lizzie, Cadiz; Mary, Queenstown; brigs Cacique, Rio Grande do Sul; Geo W. Chase, Matanzas; Emily, St Johns, PR; Thomas Turull, Ponce, PR; H G Rich, for —; schrs Star, Barbados; Brigand, Port au Prince.
Wind at sunset NW. Wind at sunset NW.

Ship Friedlander (new), 1637 tons, owned by Messre Thayer & Lincoln, of Boston, was lowered from the large sectional dock, foot of Rutgers street, on Thursday last, after receiving her first suit of yellow metal sheathing. Her place is now occupied by bark Prince Alfred (Br), 563 tons, being stripped and calked.

663 tons, being stripped and calked.

Bark Mebo (Nor), 425 tons, was lowered from the Clinton street sectional dock on Friday, after having been stripped, calked, refastened and remetalled. Steamar Zodiac, 606 tons, owned by Messrs Murray, Ferris & Co, followed, and was calked and painted.

On the mammoth sectional dock at Hoboken have been steamers Ashland, 761 tons, owned by Mr W P Clyde, and Amboy, of the Pennsylvania Railroad Co's line, both to repair wheels, and Messrs C H Mallory & Co's iron propeller City of San Antonio, to paint bottom. The Knickerbocker Ice Co's barge Pontiac went off from the large balance dock foot of Pike street on Wednes-usy, after repairs of a general nature, and the dock is

now filled by the Atlantic Mail steamship Columbia, 1271 tons, to be stripped, calked and remetalled. On the smaller balance dock adjoining have been the on the smaller balance dock adjoining have been the brig Morning Star (Br), 445 tons, to paint bottom; bark Atlantic, 305 tons, and brig Robert Mowe, 172 tons, both owned by Messrs Trowbridge & Sons, of New Haven, to patch metal, and brig Lydia H Cole, 284 tons, owned by

Messrs Waydell & Co, to strip, calk and remetal.

The Fall River steamer Providence has been on the large Erie Basin dock at Red Hook, to repair damage sustained in her recent collision at Hell Gate.

Messrs P J O'Connell & Co have had on their dock at

Red Hook during the week steamship Regulator, 347 tons, to paint; schrs Moderator, D C Steelman, and C & C Brooks, all to calk; wrecking steamer Relief, to patch metal; tugs Kalbfielsch, and Gen Wm Cook, for repairs to wheels; schooner E Jones for general repairs, and a barge to calk and paint.

The following have been on the screwdocks foot of Mar ket street:—On the large dock, schooners Sophia God-frey, 257 tons, and George B Somes, 118 tons, both to calk and paint, and barks Reindeer, 215 tons, of New Haven, and Addie McAdam, 452 tons, owned by Messrs Brett, Son dock, schooners Baltimore, and Maid of the Mist, and pilot boat James W Elwell, all to clean and paint; brig Mary Celeste, for slight repairs; propeller A F Walcott, to paint, and schooner T J Frazier, for examination. On the small dock, pilot boats A Leggett, and Mary & Catha rine, and propeller Hunter, all to clean and paint. Marine Disasters.

Marine Disasters.

Marine Disasters.

BARKJ B Durrus (Br), McMullen, from Newry, I, for Sydney, CB, in ballast (before reported), struck upon Scatterie Island ledges evening of Oct 6, and sprung aleak; came off in a short time and proceeded towards Sydney, leaking badly, but with the assistance of tug boats from Lingan, Glace Bay and Cow Bay, got into port on the 7th.

Brig Raxon (Nor), Johansen, from Liverpool for Belize, Hon, with general cargo, was totally wrecked on Morant Cays, Ja. Oct 1, during foul weather. The captain and crew have been saved, and efforts were being made to save the cargo, which is insured. save the cargo, which is insured.

Scur Traser, Hamilton, from Alexandria for Norwalk, while running in for the latter port afternoon of 17th, ran on the rocks off Sheffield Island, Ct, and began thumping heavily and leaking 500 strokes per hour. The US revenue steamer Bronx, Capt John McGowan, being in the vicinity, immediately proceeded to her assistance, and after working three hours succeeded in towing the stranded vessel into deep water and to a safe anchorage in the harbor of Norwalk.

In the harbor of Norwalk.

Schr Sea Lark, Miller, at Lubec 12th from Portsmouth, in beating through the narrows of the former port, collided with schr Huntress, carrying away main rail and rigging, and tearing mainsail of the latter vessel.

Schr Mall, from Norfolk for Baltimore, previously reported wrecked in Chesapeake Bay, was valued at \$700, and was owned by Mr John B Fry, of Baltimore, and was uninsured. The cargo was the property of Messrs Blick & Jakeman, or Norfolk, and was probably insured. The captain and crew lost all their effects.

SCHE MARY MORRIS, sunk some time since by the ex-plosion of the tugboat Agnes, at Jordan's Point, James River, has been repaired, and now lies at Petersburg ready for business. The towboat is entirely demolished and untit for repairs,

and unit for repairs.

Schr Berhald Frilows, Smith, where from or bound not stated, is reported to be ashore on Clark's Ledges, West Pembroke, Me, with stern post out, keel split, bliged and badly strained. The vessel is new, this being her drist trip. She is owned by W S Hobart & Co, of Pembroke.

Charman, NB, Oct 17—Schr Margaret, from Labrador, spoke the stip Bindostan, off Bird Rock. She reports two ships ashore at Shalop Creek, Anticosu; took off 6 men, 20 still remaining on the Island. London, Oct 19-The Virginia is ashore near Brixham. It is expected she will get off. (This is probably the ship Virginia, which sailed from Antwerp Sept 24 for Sav-annah.) Miscellaneous.

Purser W A Smith, of the steamship Ocean Queen, from Aspinwall, will please accept our thanks for favors. We are under obligations to Purser J W Bensel, of the steamship City of Merida, from Vera Cruz and Havana, for the prompt delivery of our files, despatches, &c. Our thanks are also due to Mail Agent Anthon M Velez. Purser C C Wildman, of the steamship Virgo, from Sa-

vannah, has our thanks for favors.

Quick Run—The new steamship New Orleans, Captain Gager, has just made one of the best trips on record be-tween this city and New Orleans, having left New York at 5% o'clock Saturday, Oct 12, crossed the best at 7 PM, and arrived at the bar at the mouth of the Mississippi at 2 o'clock AM Oct 19—making the passage (allowing one hour difference in time of the two places) in 6 days and 6 hours. She arrived at the city of New Orleans about 10 AM, making the passage from city to city in 6 days, 15 hours and 30 minutes.

hours and 30 minutes.

Suffractions.—Messrs. Beacham Bros. at their ship yard, Baltimere, have just laid the keel of another new stramer for the line between Baltimore and Wilmington, NC. She is to be at least 20 feet longer than the steamer DJ Foley, just completed for the same line. She will be built under the immediate superintendence of Capt Oliver, who so successfully superintendence struction of the DJ Foley. It is confidently expected she will be ready to take her place in the line early in March next. March next.

At Newburyport, Mr George E Currier has laid the keel
and is putting up the frame of a three-masted schr of 500
ons burthen. Mr Eben Mann begins upon his schr on
Monday next.

Notice to Mariners.

DOMINION OF CANADA.

The government of the Dominion of Canada has given notice concerning the following lights:—
FORT ERRY HARDS, ROYA SCOTIA.

Alighthouse has been ejected on Shingle Beach, on the

square weeden building. 29 feet high, painted white. The light was first shown on the 10th of September, 1572. Position, 1st 33 64 0 N, 1ou 6 55 24 W.

MANDER BAY, NOVA SCOTIA.

A lighthouse has been creeted on Hobson's Nose, Mahone Bay. The illuminating apparatus is catoptric. The light is a fixed red light, elevated 68 feet above the level of high water, and in clear weather should be seen at a distance of Il miles. The tower is a square wooden building. 29 feet high, painted white. This light is for the purpose of guiding vessels in and out of Mahone Bay Harbor, and was first shown on the 12th of September, 1872. Position: lat. 44 24 56 N, lon 64 13 46 W.

A lighthouse has been creeted on Negro. Island. The illuminating apparatus is catoptric. The light is a revolving red and white light, showing alternate red and white fishes every minute; is elevated 48 feet above the level of high water, and in clear weather should be seen at a distance of Iz miles. The tower is a square wooden building, 29 feet high, painted white. The light is for the purpose of guiding vessels in and out of Clyde River or Negro harbor, and was first shown on the 6th of September, 1872. Position, lat 33 904 N, lon 65 20 58 W.

A lighthouse has been creeted on Carter's Island, Rugged Island Harbor. The illuminating apparatus is catoptric. In the light was first shown on the 6th of September, 1872. Position, lat 33 904 N, lon 65 20 58 W.

A lighthouse has been creeted on Carter's Island, Rugged Island Harbor. The limminating apparatus is catoptric. In the light was first shown on the 18th of September, 1872. Position, lat 34 15 N, lon 65 05 59 W.

Lakk Islate, St. Laweence Riven-Saguenay River. The light was first shown on the 18th of September, 1872. Position, lat 43 42 15 N, lon 65 05 59 W.

Lakk Islate, on the west wide of the entrance to Saguenay River. The illuminating apparatus is catoptric. The light is for the purpose of guiding vessels into the Saguenay River, and was first shown on the 1st of Sept. 1872. Position, lat 43 62 35 N

Whalemen.

Bydrographic Office, Washington, DC, Oct 5, 1873.

Whalemen.

Bark John Dawson, at New Bedford, is being refitted for a sperm whaling voyage under command of Capt Babcock, who recently arrived there in her.

Schr Petrel, of New Bedford, is being refitted for the Atlantic whalefishery, to be commanded by Capt Adams, formerly of bark Tropic Bira.

The first officer of the bark Roscoe, of New Bedford, who arrived at San Francisco 11th inst, in the bark Florence, makes the following report in regard to the recent disasters in the Arctic Ocean:

Arctic Ocean, Aug 14, 1872—This day commences with light breezes from NE; ship off Point Belcher, working to the north as fast as the fec opened. Aug 16, 17 and 18—Saw a few whales, and some were taken on the night of the 18th. The wind died out to a calm, and the ice closed up shutting in some twenty vessels, to the north and east of Point Barrow. On the 19th, in lat 71 40 N, ion 154 W, the bark Roscoe, while at anchor, was crushed by the ice. The Captalin held a consultation with the officers, with whom he decided to abandon the ship, and all hands went on hoard the Live Oak, of New Bedford, Captain Whelden. The bark Roscoe sunk at 2 P, M on the 20th. On this day the ice opened a little so that the ships got to clear water, but it soon closed again. On the 21st all came out except the bark Helen Snow, which was jammed in the ice and all hope of saving her was given up, and she was abandoned on the 22d. Captain Macomber, of the Helen Snow, which was jammed in the ice show this is crew, arrived among the ships on the 25th. The bark Sea Breeze, when last seen, had her samals flying at all three mast-heads in distress. The ship is thought to be lost, but there are yet hopes that the crew may reach the land. August 25 four boats' crews left the bark Live Oak, Captain Lewis, and one boat's crew remained until the 28th, when we spoke the whiling bark and the south on board the bark how he went on board the bark bark law to leave for San Francisco, New Kindly gave us a passage.

ASPINWALL, Oct 8—Arrived, steamship Rising Star. Con-ner, New York. Sailed 4th, bark New York, Gibbs, Pensacola. ANJER, Sept 18—Passed, ship Bengal, Bates, from Bos-ton tor orders. BARBADOS, Oct 16—Arrived, brig Georgia, Miller, Balti-AMJER, Sept 18—Passed, ship Bengal, Bates, from Boston ior orders.

Barbados, Oct 16—Arrived, brig Georgia, Miller, Baltimore.

Callao, Sept 15—Arrived, ships Henry S Sanford, Dunphy, Hamburg; Columbia, Carter-Newport, E (not 21st); Winona. Stanley, Liverpool; 16th. bark Commodore, Rosange, Torne; 18th, ships Columbus, Biethen, Cardiff; 19th. Gen Berry, Lovensaler, Liverpool; bark Nicholas Thaver, Crosby, Mollende; 20th, ship Freedom, Bradley, Stanley, Liverpool; bark Nicholas Thaver, Crosby, Mollende; 20th, ship Freedom, Bradley, Stanley, William (20th), Ships Gen Shipley, Merriman, Pisagua; 22d, ships Gen Shipley, Merriman, Winding, Puget Sound; 27th, ship Eldorado, Winding, Puget Sound; 18th, barks Almena, Eldridge, Guanape; 18th, Carlota, Severino, Lomas; 19th, ship Lockout, Wiggins, Australia; bark Scatoller (Br), Brown, San Francisco; 21st, ship Janna Decatur, Feterson, Guanape; 23d, bark Hugh Fortesque (Br), Berrian, San Francisco; 21st, ship Janna Decatur, Feterson, Guanape; 23d, bark Hugh Fortesque (Br), Berrian, San Francisco; 21st, ship Clark, Scale (Br), Brown, Resolute, Nickels, Guanape; 27th, ship Eric the Red, Small; Freedom, Raily; Golden Rule, Hall; Jane Fish, Brown; Resolute, Nickels, Guanape; 27th, ship Eric the Red, Small; Freedom, Raily; Golden Rule, Hall; Jane Fish, Brown; Resolute, Nickels, Guanape; 23d, bark Hugh Fortesque (Br), General Gr), Halliam, Grown, Gall; Alley, Halliam, Grown, Gall, Halliam, Wody, and Kendrick Fish, McCoy, ldg guano; bark Sapho, Wilbur, do.

HAYAN, Get 12—Salled, barks Glenfruin (Br), Bell, New York; brigs Alexandra (Br), Hammick, do; Glendale, Ross, north of Hatteras.

Iquique, Aug YOR. POINT A-PITER, Sept 25—Cleared, schr D W Saunders, Point A-PITER, Sept 25—Cleared, schr D W Saunders, Smith, New York.

QUERNSTOWN, Oct 19—Arrived, steamship Malta (Br), McDowall Boston for Liverpool.

Sailed 19th, steamship Atlantic (Br), Gleadell, New

Salled 19th, Secantisty York. SyJour. NB, Oct 18—Arrived, schrs Mocking Bird (Br), Thompson; Frances (Br), McLaughlin, and Geo Calhoun (Br), Price, New York. Cleared 15th, brig Julia Lingley, Jones, New York. American Ports. ALEXANDRIA. Oct 18—Arrived, brigs Josie A Devereux, Boston; Clara Pickerell, do for Georgetown, DC. Salled—Schrs White Foam, Providence; Tumothy Pield, and T J Tratton, Boston; L B Sargent, Jersey City.
BOSTON, Oct 18—Arrived, schrs Jennie Howard, Macomber, Georgetown, DC; Addle M Chadwuck, Gage, Baltimore; Julia E. Pratt, Nickerson, do: Annie Amsden, Lavender, Philadelphia; Louisa Frazier, Steelman, do:

comber, Georgetown, DC; Addie M Chadwick, Gage, Baltimore; Julia E. Pratt, Mickerson, do: Annie Amsden, Lavender, Philadelphia; Louisa Frazier, Steelman, do; Le M Reed, Allen, do; Ida L. Bearse, do: Ada Herbert, Allen, Elizabethport: Ann S Brown, Crowell, do: Union, Dolliver, Port Johnson; Royal Oak, Benson, Hoboken; A Jamieson, Kane, Rondout; Senator, Franklin, New York.

Cleared—Severn (Br), Bland, St John, NB; William Lawrence, Hallett, Baltimore; bark Machiavilli, Maresca, do; schrs Altoona, Fitzgerald, Wilmington, NC, to load for West Indies; Minnie Repplier, Weeks, Philadelphia; Mary Eliza, Robbins, do; William D Datsley, Datsley, New York.

Salled—Steamers Severn and William Lawrence. The hip Uncle Joe, and bark Walton, outward bound, remained at anchor in the Roads at sunset.

19th—Arrived, steamers Geo Appold, Loveland, Baltimore; Glaucus, Walden, New York; brig Win Mason, Pensacola.

BALTIMORE, Oct 18—Arrived, steamship Blackstone, Hallett, Boston via Norfolk.

Cleared—Steamship McClellan, Howes, Boston via Norfolk; brig Surpriss (Br), Scott, Fort au Prince; schrs J H Huddell, Jr, Sharp, and Belle Hardy, Baker, Boston: Edward Sladte, Soper, Jersey City.

BRUNSWICK, GA, Oct 12—Salled, schrs M E Van Cleaf, Thorndike, Philadelphia; Lucy Lee, Smith, New York; 14th, bark Tremont, Carlisle, Montevideo.

In port 14th, barks Pactolus (Br), Dairymple; Clotiide, Miller; Emma C Liftchield, Crockett; Orchilla, Havener; brigs Jims, Miller, Lizzie Wilson, 1988 (Br), Dairy, Lee; schrs Jonas Smith, Holgkmson, 1981 (Br), Dairy, Lee; schrs Jonas Smith, New York; Cheened—Brigs Jas Crosby, Tapley, and Abby Watsen, Hooder, New York; Schrs Fanny Stiffs, Separer, Separer, Web. BANGOR, Oct 17—Arrived, Schr Beien and Abby Watson, New York. Cleared—Brigs Jas Crosby, Tapley, and Abby Watson, Hopport, New York; schrs Fanny Butler, Sherman, Wash-lagton; Saml H Sharp, Webb, Philadelphia; Clara Ran-kin, Speller, Hackensack; Webster Kelly, Marshall, New ork. BATH, Oct 18-Arrived, schr J A Crooker, Currier, BATH, Oct 18—Arrived, brig Lochinvar (Br), Nickerson, Boston; sehr Wm Penn, Elizabethport.
Salled—Steamships Manhattan, Woodhull, New York; Mercedita, Marshman, Boston; bark Mary McKee, Sharp, St Mary's, Ga; schr D Taibot, for Brunswigk, Ga. GALAIS, Oct 13—Arrived, schr Starlight, Blatchford.

ew York.

14th-Cleared, schr E H Nash, Cole, New York.

15th-Cleared, schr Samuel P Adams, Tabbutt: Henry,

obbins: Orozimbo, Wood, and Clara G Sawyer, Hall,

New York.

18th—Cleared, schr E H Nash, Cole, New York.

15th—Cleared, schr Samuel P Adams, Tabbutt; Henry.

Dobbins; Orozimbo, Wood, and Clara G Sawyer, Hall.

New York.

DARIEN, Oct 7—Arrived, schrs Genl Connor, Dayton,

New York; 9th, Matthew Kinney, Barter, do; Elien

Morrison, Dodge, do; 12th, Ida Birdsall, Johnson, Somer
set; Laura Bridgman, Smith, Boston.

Cleared 11th, brig Haze, Hooper, Baltimore.

In port 13th, bark Ocean Home, Johst, tor New York, Idg:

schrs Ida Birdsall, Johnson, and Matthew Kinney, Bar
ter, for do do; Genl Connor, Dayton, for West Indies;

ELIZABETH Deliges, for do; Laura Bridgman, Smith.

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ELIZABETH Deliges, for do; Laura Bridgman, Smith.

ELIZABETH New York, 10th Colleges, 10th Cole, 20th Cole, and American

Eagle, McFarland, New York, 10th Cole, and American

Eagle, McFarland, New York, 10th Cole, Millson, and

Elias Runyon, Runyon, Norwalk.

Salied—Schrs Galsta, Smith, Portsmouth: Bells Peck,

Avery, New London, Blackstone, Wickson, Providence;

M Pote, Pote, Boston; G F Brown, Gedney, Bridgeport,

ISth—Arrived, schrs "A Hannord," Paine; Mand Bar
bour, Barbour, and W H Sargrent, Sargent, New York (and

latter salled for Boston); Eliza, Ball Bridgeport,

Salied—Schrs Golden Bule, Wilson, Norwalk; Mary

Ann, Ellery, Boston; M M Pote, Abbott, Salem.

EASTPORT, Oct 10—Arrived, schr Marshal Ney, Griffin,

New York,

Salied 9th, schrs Z A Paine, Jones, New York; 10th, Cape

Jane, McCallep, do; 11th, L A Johnson, Mahiman, do;

12th, Mary Harmon, Parker; Lyndon, Hillyard, and A P

Stimpson, Stimpson, do.

FERNANDINA, Oct 19—Passed out, barks Har
riet, for Bremen; Soli dee Gloria, for Dantaic; Sir R G

McDonald, for Falimonth; Azov, for Cork,

GALVESTON, Oct 14—Arrived, bark E McDowell (Br.,

Greenough, Hartlepool.

GLOUCESTER, Oct 19—Arrived, bark E McDowell,

Harding, Cadiz.

LUBEC, Oct 10—Salied, schrs Margie, McFadden, Phila
delphia; Parallel, McFadden, New York.

New Orth.

Salied—Steamship Bolivar (Br.), Doherty, Liverpo

NORFOLK, Oct 17—Arrived, brig Waltham, Timms, Boston.

NEWBURYPORT Sept 17—Sailed, schr Abbie E Willard, Wecks Philadelphia.

NEW BEDFORD, Oct 17—Sailed, schr M J Fisher, Lawrence, Georgetown via New York.

18th—Arrived, schr Airred Hail, Dimmock, New York: R B Smith, Nickerson, Wareham for do; John Mettler, Clements, Pocasset for do.

Sailed—Schrs Thomas Potter, Handy, New York: M H Read, Benson, Philadelphia.

NEW PORT, Oct 17, PM—Sailed, brig Clytic, Dow, Richmond, Va; schrs Brandywine, Adams, Philadelphia; Sarah Jane, Jackson, New York; Paran, Robinson, do for Machias; G W Clummings, Boult do; Potter & Hooper, Bradbury, Haverstraw.

Haker: Fakir, Knowles, and Treasure, Taylor, Providence for do; Margaret Jane, Kennedy, and Shamrock, Troy, do for Haverstraw; James English, Barker, Bristof for New York.

NEW HAVEN, Oct 18—Arrived, brig F H Todd, Bray, Georgetown; schrs Baltimore, Francis, Elizabethport; Lewis Cass, Acken, New Branswick, Cleared—Schrs H A Hunt, Holmes; Isaac Merritt, Bates, and Sarah Elizabeth, Smith, New York; sloops E M Johnson, Downes; Amelia, Larrabee, and Proof Glass, Dehart, do.

19th—Arrived, schrs Lady Emma, Boyd, South Amboy; J E Earle, Christy, Kingston; sloops Eliza Jane, Smith, Newburg; Mary Atwater, Bostwick, Northport; Alchemist, Brown, New York.

Salied—Schrs Cornelin, Hale, New York; Niagara, Warden, do; Reading RB, No 49, Gandy, do; A H Hurlburt, Griffing, Baltimore; J W Buckalew, Robbins, New Penswick.

POINTLAND (Oregon), Oct 10—Salied, bark Garibaidi, Noves, Hong Kong.

PASS CAVALLO, Oct 6—Salied, schrs Carrie, Bearse, New York; Early Bird, Eldridge, Philadelphia; Tampico, Bohoff, Tampico.

Noves, Hong Kong.

PASS CAVALLO, Oct 6—Sailed, schrs Carrie, Bearse, New York: Early Bird, Eldridge, Philadelphia; Tampico, Bohoff, Tampico,
PENSACOLA, Oct 14—Cleared, schr Marcia C Tyne, Bamber, Bailtimore.

In port 14th, barks F M Huriburt, Mallory; Union, Blanchard, and Myrtie (Br), Hammond, Idg.
PHILADELPHIA, Oct 18—Arrived, Steamships Saxon, Crowell, Boston; Fanther, Milis (do: Wilmington, Brown, Providence: barks Eastern Province (Br), Anderson, Dublin, via Delaware Breakwater; Luconia (Ger), Howe, Stettin; Florence Haker (Br), Perry, Matanzas; about the Sd inst. lat 27, ion 79 30, spoke an American schr short of provisions and supplied her; schrs Helen G King, Crosby, Calais; Samuel Castner, Robinson, Boston: Emma Heather, Heather, do: William Donnelly, Lynch, Hartford; W Walton, Sharp, Providence; Ocean Traveler, Adams, Beverly.

Cleared—Barks Santa Agnello (Ital), Gorguilo, Antwerp; Montreal (Br), Smith, Hamburg: Frisk (Norw), Svensen, Endan; Castlina R (Aust) Slrovich, Cork; brig Almon Real, Atherton, Bangor; schrs John Siroup, Providence; Inda, Gresmerc, Newport; J Klenze, Steelman, Cambrid, Hamburg; Hamburg, May, Boston; barge R Neson, Norwich; and Merriman, Babbitt, Taunton; Maggie Cummings, Smith, Gohasset; L C Hickman, Robinson, Charlestown; L S Levering, Croson, Providence; Corson, Providence, Robert Paliner, Coley, Swening Star, Robbina, Portamouth; Translt, Racket, Pawkucket; Mary Price, Newlove, do; E G Edwards, Chamberlain, Boston; Valle, Mason, Fall River; Jos Porter, Burroughs, Newport; American Eagle, Shaw, Providence; Sappho (Br), Brown, St. John, NB.

Lewes, Oct 18—Steamer Centipede went to sea early withis morning; brig Sagua arrived, stir Mary Arles, Newlove, do; E G Edwards, Chamberlain, Boston; Valle, Mason, Fall River; Jos Porter, Burroughs, Newport; American Eagle, Shaw, Providence; Sappho (Br), Brown, St. John, NB.

Lewes, Oct 18—Steamer Centipede went to sea early lish morning; brig Sagua arrived at 10 A M. A deep bark is passing in at 3 P. M. A few schrs remain.

PORTLAND, Oct

pinis. Barker Hillsboro, NB, for Philadelphia.

PORTSMOUTH, NH, Oct 17—Arrived, Nicola, Weller, Port Older Hand, NH, Oct 17—Arrived, Nicola, Weller, Providence of the Arrived, Steamer Wm P Clyde, Rogers, Philadelphia; schrs James M Flannegan, Shaw, Philadelphia; Joseph Hay, Beebe, do; Andrew Peters, Philadelphia; Joseph Hay, Barket, Handlin, Velsor, Clinton Point: A Gawen, Fight, Croton; R H Wilson, Harris, Hobeket, T J Owen, Simson, Seston, Charleston; Schra Geo C Morris, Endicott, Alexandria; Hector, Higglins, Baltimore; Daniel S Mershon, Lecid, Philadelphia; Westmore; Baniel St., Westmore, Handle, Harris, Hobeket, Wilson, Harris, Hobeket, Wilson, Harris, Hobeket, Gibbs, Walle, Mary, Harket, Gorger & Hotchkis, Doyle, do; Niger, Thory Backet, Go; George Hotchkis, Doyle, do; Niger, Thory Backet, Wilson, Hobbie, do; Orlon, Smith, do; Bertha, Conover, Go; Sunnyside, Dixon, Clinton Point; Mary A Hyer, Scull, do; George Edwin, Sammis, do; sloop Fred Brown, Inrasher, New York.

PAWTUCKET, Oct 18—Sailed, schrs George A Henday, Harrison, and Pennsylvania, Butter, New York.

RICHMOND, Oct 13—Arrived, steamship Wymnoke, RiCHMOND, Oct 14—Arrived, steamship Wymnoke, Sailed—Schrs Sarah L Simmons, Gandy, New York via Old Fort.

ROCKLAND, Oct 15—Sailed, schrs Laconia, Hall, and G William, Mill, Jr., Pendleton, New York; 16th, A S Emery. Old Fort.

ROCKLAND, Oct 15—Sailed, schrs Laconia, Hall, and G

ROCKLAND, Oct 15—Sailed, schrs Laconia, Hall, and G

Kimball, Jr., Pendleton, New York; 18th, A S Emery,

Emery, do; 17th. Equal. Fly. do.

SAN FRANCISCO, Oct 11—Arrived, bark Henri Joseph

(Fr), Bernard, San Jose de Guatemaia.

Sailed—Barks Cap Horn (Ger), Matzen, Iquique; City ef

Perth (Br), McPhall, Cork; Hertha Schrolber (Ger),

Onconsider, McPhall, Cork; Hertha Schrolber (Ger),

Queenstown Det 19—Arrived, steamship Leo, Dear-SAVANNAH. Oct 19—Arrived, steamship Leo, Dear-born, New York; bark Irene (Br), Parry, Caernavon.
Cleared—Schr M B Bramhall, Stout, New York,
Salled—Schramship Humbsville, Crowell, and San Saf-valled—Schramship Humbsville, Crowell, and San Saf-valled—Schramship Humbsville, Orowell, and San Saf-valled—Schramship Humbsville, Orowell, and San Saf-bark, Nucetherson, New York; Oriental, Snow, Boston; bark Nucetherson, Morton, New York; E & Kennedy, Baker, Portland.
SALEM, Oct 17—Arrived, schrs Thomas Clyde, Cain: 8 S Hudson, Henderson, and Wm Flint, Pendleton, Phila-delphia. 8 Hudson, Henderson, and Wm Flint, Pendleton, Philadelphia,
8 PONINGTON, Oct 13—Arrived, schrs Faney, Sackett,
Haverstraw for Providence: J H Tripp, Nickerson, New
York for Chatham; J F Jestin, Jr., Winz, Hartford for do;
tugboat J B Thurston, Fletcher, New York,
VINEYARD HAVEN, Hetcher, New York,
4 JUNEYARD HAVEN, et al., S. AM—Arrived, schrs Annie
4 JONS, Grant, and Arabella, Adveson, Philadelphia for
Boston; Wm Cape, Kelly, and orson, Philadelphia for
Rondout for do; Gentile, Etnide as Barrett, Nickerson,
Rondout for do; Gentile, Etnide as Barrett, Nickerson,
Rondout for do; Gentile, Etnide as Fortland; Geo
Shattuck, Mills, New York for Thomastor Fortland; Geo
Shattuck, Mills, New York for Thomastor, Small, Buenos
Ayres via Bonaire and Grand Turk for Boston; schr
Mary A Rice, Woodbridge, NJ, for Fortland; Neilie, New
York for Calais; Abbie H Hrown, and Emiline Hsight,
Provincetown for Philadelphia,
Salled—Schrs Fred Warren, Wm Capes, Nelson Harvey,
Jas Barrett, New Globe, Gentile, Anna Lyons, Paul F
Kellor, Alguiszar, Alexandria, and Ben Bolt.
19th, 10 AM—No arrivals.
Salled—Schr Addie H Hodgman.
WASHINGTON, NC, Oct 12—Cleared, Schr Watanga,
WILMINGTON, NC, Oct 12—Cleared, Schr Watanga,
WILMINGTON, NC, Oct 13—Cleared, bark Elsa (Rus)

Monroe, Antigua. WILMINGTON, NC, Oct 17—Cleared, bark Elsa (Rus), Eriand, Liverpool.
WILMINGTON, Del., Oct 17—Arrived, steamship Vesper,
Davis, New York; schr Margaret Plater, Blizzard, do.
WICKFORD, Oct 16—Salled, brig Cyclone, Pendleton.

MISCELLANEOUS.

A NOUNCEMENT. EFFICACY OF THE UNIVERSITY MEDICINES.

RATIVES.

They are on file at the Principal Office, and can be seen at any time.

FIVE THOUSAND DOLLARS will be forfeited to any one proving them a forgery.

Send in the usual way package Catarrh Specific, it is the only medicine known to me that never falls; neither does the effect of it decline. It is truly a specific. Very truly,

Rev. E. S. WILSON, Monroe county.

MECHANICS' TOWN, Ind., Feb. 6, 1870.

* * The virtues of the medicines will give them a reception anywhere.

We have cured a case of scrofula of twenty-five years' standing with nine bottles of Cancer Plant am one box of Ontment.

GILDS BROS, Druggists. New York, March 3, 1872.

MECHANICS' TOWN, Ind., Feb. 6, 1870;

Dr. Scott, &c.:—
For years I have suffered with cancer of the left breast.
What my sufferings were tongue can never tell. In that condition I came to you and commenced using your Cancer Plant and Ointment. Almost immediately all pain ceased. The tumor has vanished, and through the providence of God I am a well woman. In my deep gratitude and from a sincere interest in the welfare of those similarly afflicted I shall be pleased to answer all questions.

Miss E. CAREY, 83 Third street. Arron, Ohio, June 11, 1872.

Drag Sin—Please send me by express two bottles ethereal phosphorus and one of Cancer Plant. Your ethereal phosphorus acts like a charm in my case.

I have suffered for the last six years, and at times have given up all hopes of ever being cured, but I was led to try your medicines and have found wonderful relief.

Will tell all whom I meet who are afflicted to try your truly valuable medicines.

truly valuable medicines.
When at home I reside at 339 East Thirtieth street, New
York. Am willing to answer all letters.—I remain, respectfully yours,
B. H. LOUTREL
Dr. J. W. Scotr. They are safe and never reduce a patient; never render any one more liable to take cold; never oblige a person to leave business; never make their continuous use a condition of cure.

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TENTH ASSEMBLY DISTRICT ASSISTANT ALDER-manic Convention.—At a meeting of the above Convention, held at Alckle's Hall, For Third street, the following the course pursued by our presentative, Joseph F. Strack, in the Board of Assistant Alderman for the past year meets with the approbation of the citizens of the finite and the course pursued by our positive for the past year meets with the approbation of the citizens of the finite and the course pursue for the past year meets with the approbation of the citizens of the finite and the course probation of the citizens of the finite and the course of the finite and the fi

JOHN NIKLA, Secretary. 18 John Street, New York.—Fine Silver Wedding and Holiday ulfas. John U. Understillar (gormerly J. F. Gurran & C.